

No. 110,584

CERTIFICATE OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 14 AUG 1942)

Port of London
Date First Survey 8th Dec 1941 Last Survey 24th July 1942
(No. of Visits 33)
Year. Month. 1942
held at London

Machinery of the Wood, Iron or Steel
Vessel built at Sunduland By whom Bartram Son When 1928
Engines made at Stockton By whom Blair & Co. (1926) Ltd When 1928
Boilers, when made (Main) 1928 (Donkey) 1928
Owners Gswellian Thomas SSCo Ltd Owners' Address London
Managers Thos Radcliffe & Co. Port London Voyage
If Surveyed Afloat or in Dry Dock Bark
(State name of Dock.) Millwall D.D. and King Geo Dock

No. 180th Port London
of Examination and Repairs (if any) Damage LMC
When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and the body of the report should be briefly summarised at the end of the report. State also the of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has examined the machinery for this purpose, and why they were declined.
Report made by anyone else? If so, by whom? Yes not required
Yes Underwritten Surveyors

Personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
Donkey Yes

State for what reasons Yes
The Boilers could not be thus thoroughly examined? Yes
Means, in the absence of internal examination, were adopted by the Surveyor to test the efficiency of those parts of each Boiler? Yes

Internal examination of each boiler All main boilers 23rd March 1942 Mr. S. J. M. 42
Examine the Safety Valves of the Main Boiler? Yes
Examine the Safety Valves of Donkey Boiler? Yes

Examine all the manholes, doors and their fastenings of the Main Boilers? Yes
Examine the drain plugs of the Main Boilers? Yes
Examine all the mountings of the Main Boilers? Yes

Now been drawn and examined? Yes Is it fitted with continuous liner? Yes
Changed? No If so, state reasons Yes

Fitted been previously used? Yes Has it a continuous liner? Yes
Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Condition of Screw Shaft 8th April 42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit
Is electric light and/or power fitted Yes

For examine the generators, motors, switchgear, cables and fuses? Yes
Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Complete, state what arrangements have been made for its completion and what remains to be done Complete

Status to have been caused by Enemy action on 23rd Dec 1940 Vessel sunk
and Towed to Millwall Dry Dock

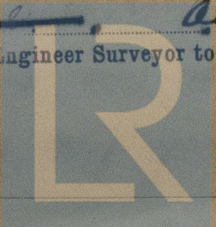
Vessel placed in drydock, Examined propeller screw shaft (draw in) Sea cocks valves and fastenings and as placed in order
Examined Main engine cylinders, valve casings pistons, rods and valve spindles, valve gear, guide shoes, Top end pins and brasses and bearings main bearings Crank shaft journals, Crank pin half, Thrust block, Collars, intermediate shafting, engine supports and down bolts, and as placed in order. (Continued)

Observations, Opinion, and Recommendation:— The machinery of this vessel what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also the alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.M.S. 9,11, L.M.C. 9,11, or 140 lb., F.D., &c.)
as now seen is in safe working condition and is eligible in my opinion to be as now classed with fresh records of +LMC 7-42 and TS. CL 4-42.

+LMC £ 13 0 0 Fees applied for 14 AUG 1942
Fee (if any) £ 42 0 0 Received by me, R. Weston
ELEC. £ 2 2
as (if chargeable) £ 2 2

's Minute TUE. 8 SEP 1942
J. Lamb Esq. 7.42
R. 5.42

CHARACTER: * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1.		+LMC
8-40.		11-36.
S.S.G. N°2 36.		B.S. 2 40.
		TS. CL 8 40



Lloyd's Register
Foundation
W191-0016 1/2

Examined Main Air, Circulating, Feed and bilge pumps.

Independent feed pumps. General service pumps, circulating pump and engine, ballast pumps, and steering engine windlass. Feed heaters, electric machinery, also main and auxiliary condensers and all placed in order.

All boilers examined internally and externally with mountings and fastenings and all placed in order, and safety valves adjusted under steam.

Repairs Main Engines.

Lagging removed from cylinders and casings, pistons, rods, valves and spindles removed, cylinders cleaned internally, scabbed and painted externally, and relagged.

All piston rods found pitted, rods skimmed, neck and gland bushes renewed.

All valve spindles found pitted, spindles skimmed in way of packing and spindle guides, neck and gland bushes renewed.

All valve gear dismantled pin honed as required and brass readjusted.

All go and guide plates removed water space cleaned, tricals reformed.

Main IP and shoes reset.

All top and pin honed and brass bedded.

Crank shaft lifted, main bearings cleaned, oil ways recut shaft bedded. Piston for bush found in order.

Bottom end pin honed and bearings bedded.

All holding down bolts hammer tested and renewed as required.

Two thrust shoes found fractured, now renewed.

Water cooling spaces of other shoes cleared.

Intermediate shafting. No 1 length journals honed and bearings bedded.

Journals of other lengths found pitted, now skimmed in lathe and bearings reset.

After flange of after length of intermediate shafting and screw

shaft flange found pitted, both refaced in lathe.

Stem tube hydraulically tested to 30 lbs, and rewooded.

Crank shaft, intermediate shafting and screw shaft examined for alignment.

One blade of 4 bladed bronze propeller found fractured at tip, extending 8" end of fracture plugged.

Main and auxiliary condensers cleaned and hydraulically tested.

Air, circulating, feed and bilge pumps, and connections opened up, cleaned and valves renewed as required.

Independent circulating pump damaged bronze repair complete now runs freely.

Auxiliary condenser circulating pump damaged bronze repair now pump fitted.

Water end of independent feed pump fracture now renewed.

Ballast pump, General service pumps and dry bulk feed pumps, steering engine, elevation, and all in good condition throughout.

Boilers Main.

All lagging removed. Hydraulically tested 180 lbs

one stay tube found defective in Centre boiler 5" bore now renewed, and all

lagging renewed. Lorry boiler lagging removed hydraulically tested to 120 lbs

combustion chamber guides and top stays found wasted now renewed.

Shell plating slightly set up in way of all stays in my opinion.

S/S Plaudits

The main engines and all auxiliaries including steering gear and windlass were examined under working conditions and all found satisfactory.

Electrical Installation. Dynamo inspected during re-winding and under full load conditions, and found satisfactory. Installation examined, and after re-wiring, was found satisfactory.

8" one of fracture finger.
The black p. of black bone fracture on tip, extending
down shaft, interosseous shafting and osteocyst formation in diaphysis.
21st rib fractured, ribs 11 & 12; and the scapula.

29-
 42
 42
 42

[Faint handwritten notes and signatures are visible at the bottom of the page.]

Warfare maintained throughout
to some repairs effected on
account of enemy action
followed by fighting.

1842

2725

4.42

17/9/42